



Western Australia.

ANNO QUINQUAGESIMO QUARTO

VICTORIÆ REGINÆ.

No. XIV.

AN ACT to authorise the construction of a
Railway from Bayswater to Bunbury.

[Assented to, 26th February, 1891.]

BE it enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of Western Australia, in this present Parliament assembled, and by the authority of the same, as follows:—

1. THIS Act may be cited as "The South-Western Railway Act, 1891."

Short Title.

2. IT shall be lawful to construct and maintain a Railway from Bayswater to Bunbury with all necessary, proper, and usual works and conveniences in connection therewith, in the line and upon the lands described in the Schedule to this Act.

Authority to construct Railway.

3. NOTWITHSTANDING anything contained in "The Railways Act, 1878," it shall be lawful for the Commissioner of Railways to deviate from the line as described in such Schedule to the extent of five miles on either side thereof.

Deviation.

In the name and on behalf of the Queen I hereby assent to this Act.

W. C. F. ROBINSON, Governor.

54° VICTORIÆ, No. 14.

The South-Western Railway Act, 1891.

SCHEDULE.

SOUTH-WESTERN RAILWAY — BAYSWATER TO BUNBURY.

DESCRIPTION OF LINE OF RAILWAY.

Starting from Bayswater at a point on the Eastern Railway in loc. T., about 16m. 76c. 58l. from Fremantle by a curve of 20c. radius, the chord of which bears $117^{\circ} 08'$ for a distance of 4c.; thence by a straight line bearing $122^{\circ} 49'$ for 1c. 46l.; thence by a curve of 20c. radius, the chord of which bears $138^{\circ} 52'$ for 11c. 20l.; thence by a straight line bearing $154^{\circ} 55'$ for a distance of 35c. 21l.; thence by a curve of 20c. radius, the chord of which bears $163^{\circ} 03'$ for a distance of 5c. 86l.; thence by a straight line bearing $171^{\circ} 41'$ out of loc. T., crossing the Swan River at 71c. and into loc. 32, the mileage at this point being 1m. 02c. 95l.; thence by a curve of 20c. radius, the chord of which bears $203^{\circ} 34'$ for a distance of 22c. 26l.; thence by a straight line bearing $235^{\circ} 27'$, keeping within 209l., and parallel to the South boundary of the Racecourse reserve, for a distance of 11c. 39l.; thence by a curve of 20c. radius, the chord of which bears $195^{\circ} 57'$ on and across a 1c. road and into loc. 33, known as "The Grove," for a distance of 27c. 57l.; thence by a straight line bearing $156^{\circ} 27'$ out of loc. 33, on and across the Perth-Guildford main road, and again into loc. 33 for a distance of 10c. 29l.; thence by a curve of 40c. radius, the chord of which bears $145^{\circ} 21'$ for 15c. 51l.; thence by a straight line bearing $134^{\circ} 14'$ for 65c. 54l.; thence by a curve of 40c. radius, the chord of which bears $148^{\circ} 18'$ for 19c. 65l.; thence by a straight line bearing $162^{\circ} 23'$ for 8c. 13l.; thence by a curve of 30c. radius, the chord of which bears $133^{\circ} 49'$ for 29c. 90l.; thence by a straight line bearing $105^{\circ} 16'$ for a distance of 33c. 04l.; thence by a curve of 40c. radius, the chord of which bears $126^{\circ} 56'$ for 30c. 26l.; thence by a straight line bearing $148^{\circ} 37'$ for 1c. 09l.; thence by a curve of 30c. radius, the chord of which bears $157^{\circ} 27'$ for 9c. 29l.; thence by a straight line bearing $166^{\circ} 17'$ for 11c. 60l.; thence by a curve of 30c. radius, the chord of which bears $148^{\circ} 27'$ for 18c. 68l.; thence by a straight line bearing $130^{\circ} 36'$ for 1c. 15l.; thence by a curve of 30c. radius, the chord of which bears $147^{\circ} 31'$ for 17c. 72l.; thence by a straight line bearing $164^{\circ} 27'$ for a distance of 40c. 68l.; thence by a curve of 30c. radius, the chord of which bears $183^{\circ} 12'$ out of loc. 33 on and across 1c. road through the South-West corner of block $\frac{7}{7}$, on and across a 1c. road, and into loc. 34, the distance at this point being 5m. 76c. 33l.; thence by a straight line bearing $201^{\circ} 57'$ out of loc. 34, through block 17l, across a 50l. road into block I.G.2 for a distance of 42c. 69l.; thence by a curve of 50c. radius, the chord of which bears $190^{\circ} 56'$ out of I.G.2, through block $\frac{7}{7}$, and into a Government reserve, the mileage at this point being 6m. 58c. 25l.; thence by a straight line bearing $179^{\circ} 55'$ out of the Government reserve on and across a 1c. road, and again through the reserve, and through blocks $\frac{7}{7}$, S 2033, and into loc. 5 for a distance of 75c. 82l.; thence by a curve of 50c. radius, the chord of which bears $168^{\circ} 54'$ out of loc. 5 and into S 1118 for a distance of 19c. 24l.; thence by a straight line bearing $157^{\circ} 51'$ out of S 1118, through loc. 7, crossing the Saw Mill's Tramway at 8m. 32c. 18l., and through locs. 8, 9, 10, 11, 3 and into 12, the mileage at this point being 9m. 49c. 04l.; thence by a curve of 80c. radius, the chord of which bears $153^{\circ} 21'$ for 12c. 57l.; thence by a straight line bearing $148^{\circ} 50'$, crossing the Bickley Brook at 9m. 66c. 40l., and terminating at 10m. 10c. 21l.; thence by a curve of 60c. radius, the chord of which bears $135^{\circ} 26'$ out of loc. 12 and into loc. 13 for a distance of 28c. 06l.; thence by a straight line bearing $122^{\circ} 02'$ out of loc. 13, and on across locs. 14a, 14, and terminating in the South-West corner of loc. 13, the mileage at this point being 12m. 22c. 22l.; thence by a curve of 40c. radius, the chord of which bears $128^{\circ} 51'$ out of loc. 13 and into loc. 15 for a distance of 9c. 53l.; thence by a straight line bearing $135^{\circ} 39'$ for 6c. 53l.; thence by a curve of 20c. radius, the chord of which bears $178^{\circ} 18'$ for a distance of 29c. 78l.; thence by a straight line bearing $220^{\circ} 58'$, crossing the Canning River at 13m. 2c., and terminating at 13m. 07c. 48l.; thence by a curve of 20c. radius, the chord of which bears $175^{\circ} 58'$ out of loc. 15, on and across the Perth-Bunbury road and into loc. 16, terminating at 13m. 38c. 90l.; thence by a straight line bearing $130^{\circ} 58'$ out of loc. 16, and again crossing the Perth-Bunbury road and into loc. 16, the distance being 13c. 79l.; thence by a curve of 30c. radius, the chord of which bears $150^{\circ} 25'$ for 20c. 37l.; thence by a straight line bearing $169^{\circ} 52'$, keeping within 102l., and parallel to the Perth-Bunbury road out of loc. 16 and into loc. 40, for a distance of 67c. 77l.; thence by a curve of 40c. radius, the chord of which bears $179^{\circ} 41'$ for 13c. 71l.; thence by a straight line bearing $189^{\circ} 30'$ out of loc. 40 and into loc. 30, for a distance of

54° VICTORIÆ, No. 14.

The South-Western Railway Act, 1891.

25c. 04l.; thence by a curve of 80c. radius, the chord of which bears 181° 58' for 21c. 04l.; thence by a straight line bearing 174° 25' out of loc. 30, on and across the Perth-Bunbury road, and terminating in loc. 31, the distance being 68c. 03l.; thence by a curve of 30c. radius, the chord of which bears 166° 55' for 7c. 85l.; thence by a straight line bearing 159° 24' for 2c. 87l.; thence by a curve of 40c. radius, the chord of which bears 182° 41' for 32c. 47l.; thence by a straight line bearing 205° 59' for 21c. 48l.; thence by a curve of 40c. radius, the chord of which bears 197° 22' for 11c. 97l.; thence by a straight line bearing 188° 44' for 32c. 81l.; thence by a curve of 30c. radius, the chord of which bears 173° 56' for 15c. 51l.; thence by a straight line bearing 159° 07' for 39c. 64l.; thence by a curve of 40c. radius, the chord of which bears 174° 30' for 22c. 22l.; thence by a straight line bearing 189° 54', crossing the Narrogin Brook at 18m. 57c. 30l., and terminating at 20m. 19c. 73l.; thence by a curve of 80c. radius, the chord of which bears 184° 49' for 15c. 59l.; thence by a straight line bearing 179° 44' out of loc. 31, on and across loc. $\frac{2}{3} \frac{9}{22}$, and terminating in block 245, the mileage being 21m. 35c. 24l.; thence by a curve of 60c. radius, the chord of which bears 186° 59' out of 245 and into loc. 22 for a distance of 15c. 19l.; thence by a straight line bearing 194° 13' crossing the Woongan Brook at 21m. 56c. 50l. and terminating at 21m. 69c. 24l.; thence by a curve of 50c. radius, the chord of which bears 186° 36' out of loc. 22 and terminating in block 1402; thence by a straight line bearing 178° 59' out of 1402 on and across $\frac{1}{3} \frac{7}{18}$ and into $\frac{4}{3} \frac{4}{7}$ for a distance of 1m. 52c. 69l.; thence by a curve of 80c. radius, the chord of which bears 186° 54', crossing the Beenyup Brook at 23m. 62c. and terminating at 23m. 77c. 34l.; thence by a straight line bearing 194° 49' on and across block $\frac{1}{2} \frac{8}{1}$, crossing the Cardup Brook at 25m. 7c. 50l. and into Crown lands, the distance being 3m. 51c. 63l.; thence by a curve of 60c. radius, the chord of which bears 187° 07' for 16c. 14l.; thence by a straight line bearing 179° 24' crossing the Mangedal Brook at 27m. 67c., and terminating at 28m. 8c. 11l., still in Crown lands; thence by a curve of 50c. radius, the chord of which bears 189° 27' for 17c. 58l.; thence by a straight line bearing 199° 31' out of Crown lands on and across block $\frac{1}{2} \frac{1}{2}$, and crossing the Rockingham Timber Co.'s railway at 29m. 23c., on and across $\frac{1}{2} \frac{1}{2}$, and terminating at 29m. 72c. 33l. in Crown lands; thence by a curve of 60c. radius, the chord of which bears 189° 37' for 20c. 72l.; thence by a straight line bearing 179° 43' out of Crown lands on and across blocks $\frac{1}{4} \frac{7}{8}$, 1427, 31, 53, 320, 285, and terminating in Crown lands, the mileage being 32m. 05c. 13l.; thence by a curve of 40c. radius, the chord of which bears 192° 06' for 17c. 29l.; thence by a straight line 204° 29', crossing the Serpentine River at 32m. 77c., and terminating at 32m. 78c. 87l. in A 750 commonage; thence by a curve of 40c. radius, the chord of which bears 184° 18' for 28c. 19l.; thence by a straight line bearing 164° 06' for 21c. 11l.; thence by a curve of 60c. radius, the chord of which bears 176° 46' for 26c. 55l.; thence by a straight line bearing 189° 27' out of reserve A 750 and into Crown lands for 38c. 35l.; thence by a curve of 40c. radius, the chord of which bears 179° 28' for 13c. 95l.; thence by a straight line bearing 169° 20', crossing the Karnet Gully at 35m. 25c., and terminating at 37m. 16c. 72l., still keeping in Crown lands; thence by a curve of 60c. radius, the chord of which bears 177° 15' for 16c. 44l.; thence by a straight line bearing 185° 11', crossing the Derk Brook at 37m. 47c., and terminating at 38m. 26c. 31l.; thence by a curve of 60c. radius, the chord of which bears 196° 53' for 24c. 50l.; thence by a straight line bearing 208° 35' out of Crown lands and into reserve A 609, crossing the Migara Brook at 38m. 64c., and terminating at 38m. 67c. 09l.; thence by a curve of 40c. radius, the chord of which bears 198° 40' for 13c. 84l.; thence by a straight line bearing 188° 45' out of reserve 609A and terminating in loc. 16, the mileage being 43m. 50c. 99l.; thence by a curve of 60c. radius, the chord of which bears 179° 30' for 19c. 37l.; thence by a straight line bearing 170° 14', crossing the North Dandalup River at 44m. 3c. 50l. the distance being 20c. 44l.; thence by a curve of 40c. radius, the chord of which bears 186° 38' for 22c. 91l.; thence by a straight line bearing 203° 03' for 4m. 56c. 34l.; thence by a curve of 40c. radius, the chord of which bears 222° 22' for 26c. 98l.; thence by a straight line bearing 241° 41' for a distance of 1m. 11c. 37l.; thence by a curve of 40c. radius, the chord of which bears 232° 46' for 12c. 45l.; thence by a straight line bearing 223° 51', crossing the South Dandalup River at 51m. and still keeping in loc. 16 for a distance of 2m. 67c. 42l.; thence by a curve of 40c. radius, the chord of which bears 208° 31' on and across the Fremantle-Pinjarra road and again into loc. 16 for a distance of 20c. 40l.; thence by a straight line bearing 193° 6' crossing the Murray River at 53m. 75c. into and across the West corner of the C. of E. reserve and into the town of Pinjarra, the distance being 8c. 98l.; thence by a curve 20c. radius, the chord of which bears 208° 48' for 10c. 96l.; thence by a straight line bearing 224° 31' keeping within 50l., and parallel to Murray Street; thence by a curve of 30c. radius, the chord of which bears 208° 50', crossing Peel Street at 54m. 31c. through Suburban blocks 60, 34 and 35 for a distance of 16c.; thence by a straight line bearing 193° 58' out of Suburban block 35, and through Suburban blocks 36, 37, 38, 39, 40, 41, 42 and 43, crossing Padbury road 53m. 9c. and through Suburban blocks 44, 45 and 46 and terminating in loc. 3, the mileage at this point being 55m. 29c. 32l.; thence by a curve of 80c. radius, the chord of which bears 187° 58' for 16c. 75l.; thence by a straight line bearing

54^o VICTORIÆ, No. 14.

The South-Western Railway Act, 1891.

181° 59' for 1m. 06c. 43l.; thence by a curve of 50c. radius, the chord of which bears 197° 49' for 27c. 63l.; thence by a straight line bearing 213° 39' for 34c. 80l.; thence by a curve of 40c. radius, the chord of which bears 190° 08' for 32c. 85l.; thence by a straight line bearing 166° 36' out of loc. 3 through Crown lands, in and across reserve 294A, and terminating at 63m. 73c. 06l. in loc. 8; thence by a curve of 80c. radius, the chord of which bears 162° 48' for 10c. 63l.; thence by a straight line bearing 158° 59' for 4m. 72c. 26l.; thence by a curve of 60c. radius, the chord of which bears 149° 29' for 19c. 91l.; thence by a straight line bearing 139° 58' for 21c. 29l.; thence by a curve of 40c. radius, the chord of which bears 155° 58' for 22c. 32l.; thence by a straight line bearing 171° 57' for 38c. 75l.; thence by a curve of 50c. radius, the chord of which bears 162° 53' for 15c. 83l.; thence by a straight line bearing 153° 49' out of Crown lands and into loc. 26 for 17c. 93l.; thence by a curve of 40c. radius, the chord of which bears 177° 36' for 33c. 21l. crossing Drake's Brook at 70m. 71c.; thence by a straight line bearing 201° 23' for 5c. 82l.; thence by a curve of 30c. radius, the chord of which bears 191° 25' for 10c. 45l.; thence by a straight line bearing 181° 26' crossing Samson's Brook at 71m. 26c. for 6c. 70l.; thence by a curve of 30c. radius, the chord of which bears 173° 49' for 7c. 98l.; thence by a straight line bearing 166° 11' for 2c. 49l. out of loc. 26, and again into Crown lands; thence by a curve of 40c. radius, the chord of which bears 189° 27' for 32c. 50l.; thence by a straight line bearing 212° 44' for 2m. 47c. 32l.; thence by a curve of 40c. radius, the chord of which bears 195° 44' for 23c. 74l.; thence by a straight line bearing 178° 44' for 41c. 91l.; thence by a curve of 60c. radius, the chord of which bears 168° 24' for 21c. 66l.; thence by a straight line bearing 158° 03' for 50c. 08l.; thence by a curve of 40c. radius, the chord of which bears 170° 35' for 17c. 50l.; thence by a straight line bearing 183° 07' for 63c. 05l.; thence by a curve of 60c. radius, the chord of which bears 189° 37' for 13c. 61l.; thence by a straight line bearing 196° 07' for 34c. 95l.; thence by a curve of 60c. radius, the chord of which bears 187° 52' for 17c. 27l.; thence by a straight line bearing 179° 37' for 29c. 17l.; thence by a curve of 40c. radius, the chord of which bears 186° 52' for 10c. 12l.; thence by a straight line bearing 194° 07' out of Crown lands through $\frac{1}{1067}$, crossing a l.c. road at 79m. 1c. through 417, crossing Logue's Brook at 79m. 10c. 50l., and terminating at 79m. 24c. 28l. in block 416; thence by a curve of 60c. radius, the chord of which bears 186° 52' for 15c. 18l.; thence by a straight line bearing 179° 37' out of 416 on and across block 524, and terminating at 80m. 14c. 89l. in block 1234; thence by a curve of 60c. radius, the chord of which bears 187° 07', out of 1234 and into 525 for 15c. 71l.; thence by a straight line bearing 194° 37' out of block 525 and into Crown lands, the distance being 37c. 82l.; thence by a curve of 60c. radius, the chord of which bears 190° 05' for 9c. 51l.; thence by a straight line bearing 185° 32' out of Crown lands and into S 2459 for 1m. 07c. 98l.; thence by a curve of 60c. radius, the chord of which bears 177° 32' for 16c. 74l.; thence by a straight line bearing 169° 32' out of block S 2459 in and across blocks 2459 and $\frac{1}{1167}$, through Crown lands, on and across blocks 573 and $\frac{1}{370}$, crossing a l.c. road at 83m. 6c., and terminating at 85m. 57c. 77l. in loc. 50 A; thence by a curve of 60c. radius, the chord of which bears 184° 10' for 30c. 65l.; thence by a straight line bearing 198° 48', crossing the Harvey River at 86m. 27c. the distance being 54c. 54l.; thence by a curve of 60c. radius, the chord of which bears 203° 48' for 10c. 47l.; thence by a straight line bearing 208° 48' for 53c. 02l.; thence by a curve of 60c. radius, the chord of which bears 204° 32' for 8c. 59l.; thence by a straight line bearing 200° 16', crossing Long Swamp at 87m. 2c. and across the Wokalup Creek at 88m. 1c., out of loc. 50 A, on and across a 50l. road at 88m. 20c., and through loc. 50, on and across the Perth-Bunbury road at 89m., and terminating at 91m. 49c. 40l. in loc. 1; thence by a curve of 80c. radius, the chord of which bears 200° 11' for 70l.; thence by a straight line bearing 199° 46' for 2m. 60c. 57l.; thence by a curve of 80c. radius, the chord of which bears 197° 23' for 6c. 65l.; thence by a straight line bearing 195° 00' for 24c. 43l.; thence by a curve of 80c. radius, the chord of which bears 200° 27' for 15c. 22l.; thence by a straight line bearing 205° 54' for 14c. 39l., crossing the Nora Creek at 95m. 8c.; thence by a curve of 80c. radius, the chord of which bears 203° 00' for 8c. 10l.; thence by a straight line bearing 200° 06' for 2m. 78c. 59l.; thence by a curve of 60c. radius, the chord of which bears 188° 57'; thence by a straight line bearing 177° 48' for 20c. 32l.; thence by a curve of 30c. radius, the chord of which bears 195° 59' for 19c. 04l.; thence by a straight line bearing 214° 10', crossing the Brunswick River at 99m. 4c., and across a surveyed road at 99m. 28c., the distance being 33c. 44l.; thence by a curve of 80c. radius, the chord of which bears 164° 35' for 14c. 39l.; thence by a straight line bearing 203° 53' for 53c. 62l.; thence by a curve of 80c. radius, the chord of which bears 201° 23' for 6c. 98l.; thence by a straight line bearing 198° 53' for 1m. 03c. 13l.; thence by a curve of 80c. radius, the chord of which bears 202° 52' for 11c. 12l.; thence by a straight line bearing 206° 51' for 17c. 36l.; thence by a curve of 60c. radius, the chord of which bears 202° 51' for 8c. 37l.; thence by a straight line bearing 198° 51' out of loc. 1, crossing a surveyed road at 102m. 2c. 50l. and into loc. 4, the distance being 19c. 73l.; thence by a curve of 40c. radius, the chord of which bears 211° 56' for 18c. 27l. thence by a straight line bearing 225° 01' for 37c. 74l.; thence by a curve of 80c. radius, the chord of which bears 226° 04' for 2c. 93l.; thence by a

54° VICTORIÆ, No. 14.

The South-Western Railway Act, 1891.

straight line bearing $227^{\circ} 07'$, crossing the Collie River at 103m. 2c. 50l. out of loc. 4 and into loc. 9, the distance being 31c. 98l.; thence by a curve of 40c. radius, the chord of which bears $238^{\circ} 01'$ for 15c. 22l.; thence by a straight line bearing $284^{\circ} 55'$ for 2c. 91l.; thence by a curve of 40c. radius, the chord of which bears $239^{\circ} 45'$ for 12c. 59l.; thence by a straight line bearing $230^{\circ} 35'$, crossing the Henty Brook at 103m. 79c. 50l., the distance being 37c. 67l.; thence by a curve of 80c. radius, the chord of which bears $233^{\circ} 04'$ for 6c. 94l.; thence by a straight line bearing $235^{\circ} 33'$ out of loc. 9, on and across loc. 3 and into Crown lands, the distance being 1m. 17c. 10l.; thence by a curve of 40c. radius, the chord of which bears $250^{\circ} 33'$ for 20c. 94l.; thence by a straight line bearing $265^{\circ} 33'$ out of Crown lands through I.G. 4, and terminating at 106m. 61c. 25l. in block $\frac{4}{2} \frac{4}{2}$; thence by a curve of 80c. radius, the chord of which bears $258^{\circ} 38'$ for 19c. 31l.; thence by a straight line bearing $251^{\circ} 43'$ out of $\frac{4}{2} \frac{4}{2}$, and through I.G. 309 and into Crown lands, the distance being 1m. 06c. 19l.; thence by a curve of 80c. radius, the chord of which bears $249^{\circ} 11'$ for 7c. 7l. thence by a straight line bearing $246^{\circ} 39'$ for 28c. 93l.; thence by a curve of 60c. radius, the chord of which bears $255^{\circ} 19'$ for 24c. 21l.; thence by a straight line bearing $263^{\circ} 59'$ for 41c. 29l.; thence by a curve of 80c. radius, the chord of which bears $259^{\circ} 14'$ for 13c. 26l.; thence by a straight line bearing $254^{\circ} 29'$, crossing the Perth-Bunbury road at 109m. 61c. and again at 110m. 30c. through loc. 53, the distance being 2m. 38c. 29l.; thence by a curve of 80c. radius, which junctions with the Bunbury-Boyanup Railway, the mileage at this point being 111m. 20c. or thereabouts.